

## CONDITION, RISK EVALUATION & VALUATION REPORT FOR MOORED BOATS

This report must be conducted by a **qualified marine specialist**, either an authorised surveyor or authorised shipwright. They should be AMSA (Australian Maritime Safety Authority) Accredited and ideally members of AIMS, BIA, RINA or IIMS.

The report must be signed off by the marine specialist conducting the survey with their full name, registered business name, contact details and valid ABN.

The report must be legible and readable, submitted in PDF format if completed electronically and dated within **five years**. Photographs of the vessel must be included either in the body of the report or as email attachments.

All surveys are to be emailed to: [boatinsurance@racv.com.au](mailto:boatinsurance@racv.com.au)

The following points are essential and should be identified in detail on the report:

### ALL VESSELS:

- ❖ Details of how survey was conducted
- ❖ The vessel make, age and registration/serial numbers
- ❖ The structural and cosmetic condition of the hull/decks and superstructure
- ❖ The conditions of all deck hardware, fixtures and fittings
- ❖ The general conditions of the motor(s) and engineering components
- ❖ The conditions of the internal plumbing and drainage systems
- ❖ The conditions of all through hull fittings (skin fittings and valves)
- ❖ The conditions of wiring and operation of all electrics and electronics
- ❖ Details and conditions (including expiry dates) of all safety equipment listed
- ❖ Operation of bilge pumping systems (electric and manual including float switch details)
- ❖ Condition of anti-fouling and anodes
- ❖ Comments and recommendations written in detail
- ❖ A current valuation or valuation conducted at time of report
- ❖ Date, full name of marine specialist, registered business name, contact details and valid ABN

### YACHTS (ADDITIONAL):

- ❖ The general conditions of the mast associated fittings\* and standing rigging (wires)
- ❖ The keel fixture to the hull and keel bolts fastenings

*\* Associated fittings included, chain plate fastenings, mast step and boom.*

*It is generally accepted that the wire stays on a mast have a limited serviceable life of approximately 10 years, if the surveyor **does not know the age** of the wire stays, this should be **noted and further recommendations made that an appropriately qualified yachts rigger inspect the mast and associated fittings.***

**All defects or faults should be noted in the report with recommendations to have all faults rectified by a suitably qualified tradesperson.**